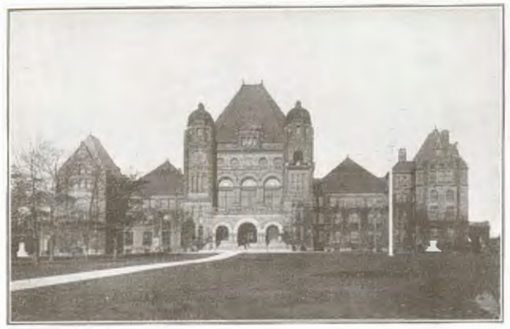
ST. LAWRENCE RIVER LINE

ROCHESTER BAY OF QUINTE
ST. LAWRENCE RIVER RAPIDS
MONTREAL QUEBEC

The
ONTARIO & QUEBEC NAVIGATION COMPANY
LIMITED
PICTON ONT.



Parliament Buildings, Toronto

BRIGHTON A thriving town in Northumberland County, is in the centre, geographically speaking, of the apple district, the preservation of fruit, including evaporation, canning and packing, affording employment to many of the townspeople. It has a population of 1,700, and contains three banks, five churches, public and high schools, flour mills, and a boat factory, besides several hotels.

Kew Beach, Toronto

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BAY OF QUINTE Passing through the Murray Canal, we enter the beautiful Bay of Quinte, making the first stop at the town of Trenton, near the West end of the Bay.

TRENTON This town is situated at the mouth of the wide and picturesque Trent River, the outlet of Rice Lake, one of the best duck-hunting regions in these parts. It is the junction point for the Central Ontario Railway for Picton, etc. North of this town, and in the vicinity of Rice Lake, was the head-quarters of the Mississauga Indians, a branch of the Ojibways.

Quinte Hotel, Belleville

BELLEVILLE Beautiful residentially, and prosperous commercially, has made great strides forward in three years—with rich and populous suburbs, it numbers about 15,000 citizens, and with industries growing and transportation facilities by land and water increasing, its future as the solid centre of the Bay of Quinte district is assured.

DESERONTO Eighteen miles further on we come to the flourishing town of Deseronto, passing en route the summer resorts Massassaga Point,

ST. LAWRENCE RIVER LINE

Quinte Point, North Port and Forrester's Island, the former home of the Prince of the Mohawk tribe of Indians.

PICTON where the head office of the Ontario and Quebec Navigation Company is situated, is known far and wide throughout Ontario and Quebec by the sobriquet of "pretty Picton," and it is more than worthy of its name. It stands at the very head of Picton Bay, an affluent of the beautiful Bay of Quinte, and the romantic beauty of the shores seen from the steamer of the O. & Q. Navigation Company's fleet have been the inspiration of many artists, notably of the well-known Canadian artist, Arthur H. Hemming, an illustrator of Messrs. Harper & Bros.' periodicals and of many other

Picton

periodicals, American and Canadian. The town contains several canning factories, and various other flourishing industries, but its principal charm in the eye of the tourist will be the picturesque beauty of its situation and surroundings, and its suitability—unsurpassed in Central Ontario—for a summer resort. It is the county town of Prince Edward County, universally conceded to be the smallest and most beautiful county in Ontario, if not in Canada. Within a short drive of Picton we find the following group of attractions for the artist, the sportsman, the fisherman, and the camper: East and West Lakes, with shores picturesque with varied beauty, abound in

ST. LAWRENCE RIVER LINE

summer with that fish so sought after by anglers, the small-mouthed black bass, and in the fall with various species of wild duck. On West Lake, at its extremity, are situated the excellent hotels known as the "Lake Shore" and "Evergreen" houses, situated close beside those moving, restless hills of sand known as the Sand Banks, a curiosity absolutely unique in this Dominion. On the other side of Picton, at a short distance, is the still mysterious Lake on the Mountain, situated one hundred and fifty feet above the Bay of Quinte, from which it is only separated by a short strip of land, over which runs the road to Picton. In its almost fathomless dark waters, which fill what scientists now agree to be the crater of some volcanic outburst of a far distant period, lurk vast numbers of black bass and other fish. An almost equally curious body of water can be seen about nine miles to the North of Picton, called Fish Lake, half of which is deep blue water, and the other and larger half, which joins the deep part abruptly, is so shallow that the paddle of a canoe stirs up the bottom, which is a quicksand composed of fine sand and little white shells. There is good duck and woodcock shooting on and about this lake. Within three miles of the town are two trout streams. In fact, it is doubtful if any town in Canada has so many and varied attractions within so short a distance of it as has Picton.

Old Woman's Hood, Thousand Islands

The Narrows, Thousand Islands

KINGSTON As evening approaches we find ourselves at Kingston, where the St. Lawrence joins the Lake, one of the oldest of Canadian cities, the seat of a university (Queen's) and of the Royal Military College, and the principal fortified point west of Quebec. We are now fairly in the River St. Lawrence, which, with the Great Lakes, form a system of inland navigation unparalleled elsewhere in the world. From the head-waters of Lake Superior to Cape Gaspé on the Atlantic, this magnificent system stretches for 2,100 miles, forming a natural boundary line between Canada and the American Republic.

LAKE OF THE THOUSAND ISLANDS We now float out into the expansion of the river that is known as the Lake of the Thousand Islands, which is forty miles long and from four to seven miles wide, and contains nearly 1,700 islands, big and little, many of them illuminated. From Lake Ontario to Prescott, the Islands extend for fifty miles, an archipelago of surpassing beauty. The joyous mid-summer night's sail through this fairyland, with the steamer threading its way through intricate channels separating numerous grassy islets, is an experience that lives in the mind long afterwards.

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GANANOQUE Half way through the Thousand Islands we come to Gananoque, an enterprising town of 4,500 population. Directly opposite is the large Grindstone Island, to the other side of which, on the New York shore, is Clayton, and further down the St. Lawrence we pass other large islands containing the last word in splendid recreation grounds, summer homes, and public parks.

BROCKVILLE Situated at the Eastern end of the famous Thousand Islands of the River St. Lawrence, is a solid, prosperous town of nearly 9,200 inhabitants. Situated on the St. Lawrence, it is noted for its water sports. Many local and national canoe and rowing regattas have been held on the excellent course in front of the town. A short railway runs from Brockville to Westport, a village forty-five miles North-West of the town, on the Rideau River. This road runs through some picturesque lakes, famed for their bass and salmon trout fishing.

PRESCOTT Twelve miles further on we come to the town of Prescott.

RAPIDS OF THE ST. LAWRENCE The entire trip from Prescott to Montreal is made by daylight, and there is a constant succession of pleasing views and thrilling passages.

GALOP RAPIDS AND RAPIDS DU PLAT Are the first and least exciting, though they afford sufficient change from the smooth and steady current of the upper river to give a suggestion of the fierceness and grandeur to come.

LONG SAULT RAPIDS Come next. These are the first of the great rapids, nine miles in length, with a fall of forty-eight feet, and considered the greatest of them all, containing the heaviest swells on the river, especially in one part known as the "Cellar". Waves dash in the air as they meet steadfast opposition from treacherous reefs, or are hurled back to meet the force of rushing waters. The sensation experienced on board the steamer is most thrilling. The vessel suddenly shoots forward,

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then there is a sudden sinking; those experienced in sea and lake voyages naturally expect that the boat will rise again, but it does not. Again it rushes forward and again the sinking is felt, as if the vessel had ceased to struggle.

CORNWALL, ONT. Here the centre of the river ceases to be the boundary between Canada and the United States. For the next thirty miles the river widens into

LAKE ST. FRANCIS At the foot of the lake on the left is

COTEAU LANDING, QUE. where the little white houses and the big church denote that we are now in French Canada. After passing the village we enter the

COTEAU RAPIDS The channel through this group of rapids is very tortuous, winding in and out amongst the islands. At times the steamer almost brushes the trees on shore, and the speed with which the steamer rushes past is an indication of the swiftness of the current. Seven miles further on are

CEDAR RAPIDS considered by those familiar with the river to be the most beautiful of all the rapids. On the left, as we descend these rapids, is "Cedar Island," and on the right "Hell's Hole," the most turbulent spot in the river. A few minutes brings us to

SPLIT ROCK RAPIDS really the most difficult to navigate of them all, immediately after which comes the

CASCADE RAPIDS with their white crests. The fall of these last four rapids is eighty-four feet in eleven miles The Soulanges Canal parallels the river on the North side from Coteau to Cascade Point, and is a most interesting sight, being massively built of stone, operated and lighted by electricity. The river for the next twelve miles widens out and is called Lake St. Louis, at the East end of which, on the

ST. LAWRENCE RIVER LINE

North side, is the town of Lachine, and opposite the village of the Caughnawaga Indians. We soon pass under the Lachine railway bridge, and shortly afterwards are dashing through

THE LACHINE RAPIDS These rapids are the most exciting, and, to the inexperienced, the most perilous of all the rapids of the St. Lawrence. These rapids were navigated by a steamer for the first time in the year 1841—and since that time thousands of tourists from all parts of the world have experienced the thrill that is caused

Montreal Harbour, from G.T.R. Elevator

when the steamer reaches the midst of the turbulent waters. At first the boat travels at great speed through comparatively speaking smooth water, until it rushes in between walls of jagged rocks that seem to threaten the destruction of the vessel if it should swerve to right or left. In the hands of trained pilots the boat is steered safely through, and we once more breathe freely after the excitement of this wonderful trip. After we emerge from the rapids, we notice to the right a picturesque town nestling on the shore of the St. Lawrence, with a line of high piers for protection from the spring floods. This

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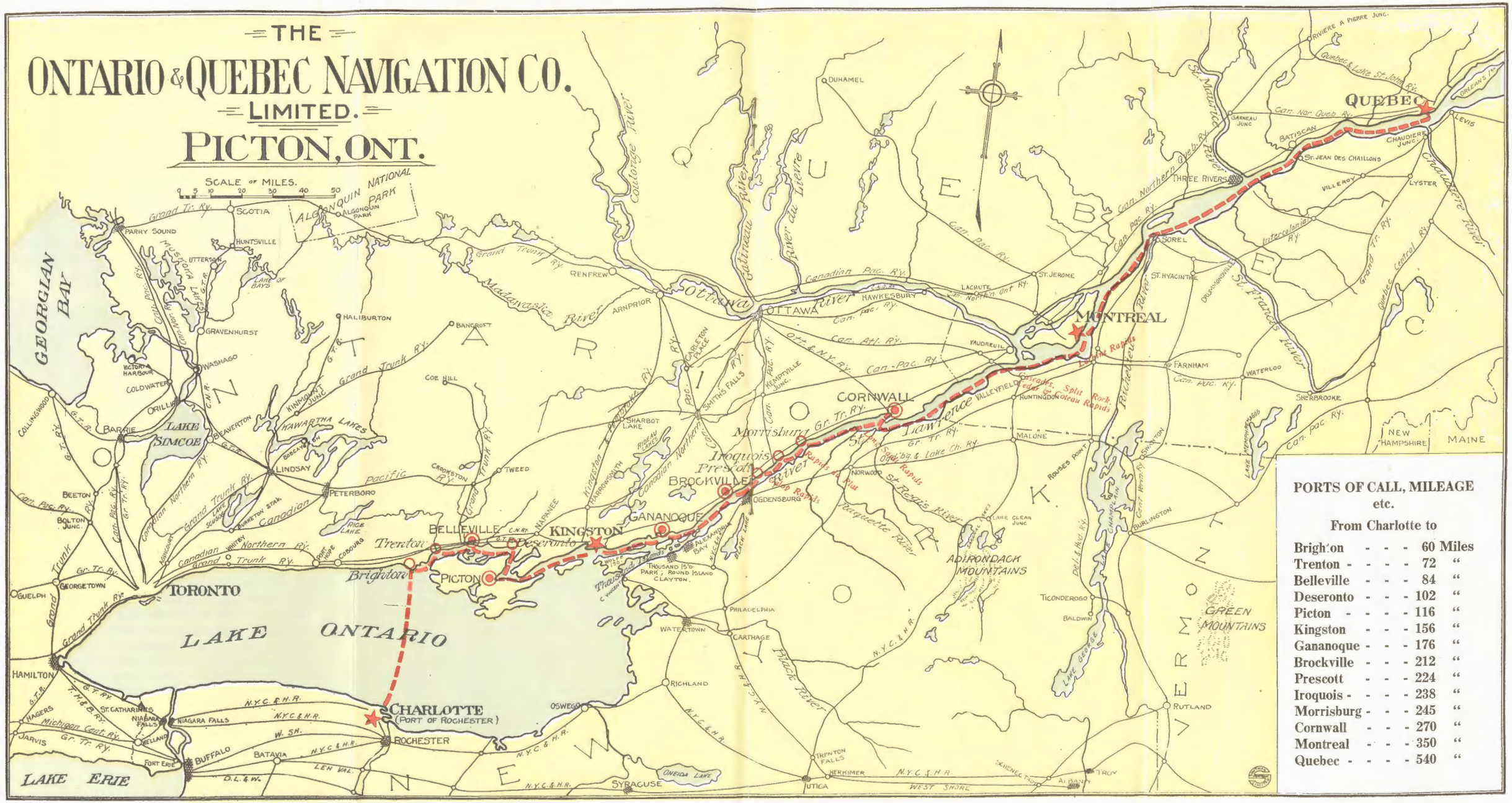

SCALE OF MILES.
0 5 10 20 30 40 50
ALGONQUIN NATIONAL PARK
ALGONQUIN PARK
GEORGIAN BAY
LAKE SIMCOE
LAKE ONTARIO
LAKE ERIE
TORONTO
HAMILTON
GUELPH
GEORGETOWN
COLLINGWOOD
BARRIE
ORILLIA
BEETON
BOLTON JUNC.
PARRY SOUND
SCOTIA
HUNTSVILLE
UTTERSON
GRAVENHURST
LAKE OF BAYS
MUSKOKA LAKES
WASHAGO
VICTORIA HARBOUR
COLDWATER
BEAVERTON
LINDSAY
KINMOUNT JUNC.
HALIBURTON
BANCROFT
COE HILL
HAWARTHA LAKES
BURGESS
PETERBORO
CROOKSTON
TWEED
SHARBOT LAKE
RIDEAU LAKES
PRICE LAKE
BELLEVILLE
TRENTON
BRIGHTON
PICTON
PORT HOPE
COBOURG
WHITBY
HARNEE
DESERONTO
KINGSTON
GANANOQUE
THOUSAND ISLANDS
ALEXANDRIA BAY
BLACK LAKE
THOUSAND ISLES PARK; ROUND ISLAND
CLAYTON
RENFREW
ARNPRIOR
MADAWASKA RIVER
COLONGE RIVER
DUHAMEL
GATINEAU RIVER
RIVER DU LIEVRE
OTTAWA
OTTAWA RIVER
HAWKESBURY
LACHUTE
ST. JEROME
CARLETON PLACE
SMITH'S FALLS
KEMPTVILLE JUNC.
SHARBOT LAKE
MORRISBURG
IROQUOIS
PRESCOTT
BROCKVILLE
OGDENSBURG
NORWOOD
CORNWALL
LAWRENCE
VALLEYFIELD
HUNTINGDON
MALONE
ROUSES POINTS
LAKE CHAMPLAIN
BURLINGTON
SWANTON
LAKE MEMPHREMAGOG
NEW HAMPSHIRE
MAINE
ADIRONDACK MOUNTAINS
GREEN MOUNTAINS
TICONDEROGO
BALDWIN
LAKE GEORGE
RUTLAND
MONTREAL
YAUDREUIL
LACHINE RAPIDS
CEDARS
SPLIT ROCK
COTEAU RAPIDS
FARNHAM
WATERLOO
SHERBROOKE
ST. HYACINTHE
SOREL
THREE RIVERS
ST. JEAN DES CHAILLONS
VILLEROY
BATISCAN
CHAUDIERE JUNC.
GARNEAU JUNC
QUEBEC
LEVIS
LYSTER
RIVIERE A PIERRE JUNC.
QUEBEC & LAKE ST. JOHN RY.
ORLEANS I.
CHAUDIERE RIVER
ST. MAURICE RIVER
ST. FRANCIS RIVER
INTERCOLONIAL RY
GRAND TR. RY.
QUEBEC CENTRAL RY.
CAN. NOR. QUEB. RY.
CAN. PAC. RY.
CANADIAN PAC. RY.
CAN. NORTHERN QUEB. RY.
CAN. NORTH ONT. RY.
OTT. & N.Y. RY.
CAN. ATL. RY.
CAN. PAC. RY.
CAN. PAC. RY.
CAN. PAC

Dominion Square, Montreal

interesting place is Laprairie. The town was born in the year 1668, and is now one of the favorite summering places for many of Montreal's citizens. It can boast of being the first place in British North America to have railway

Maisonneuve Monument, Montreal

communication, for in 1836 a railroad was built from this point to St. John's, a distance of eighteen miles. It was first operated as a horse-car line, then by steam, but was eventually discarded, and the rails taken up in later years.

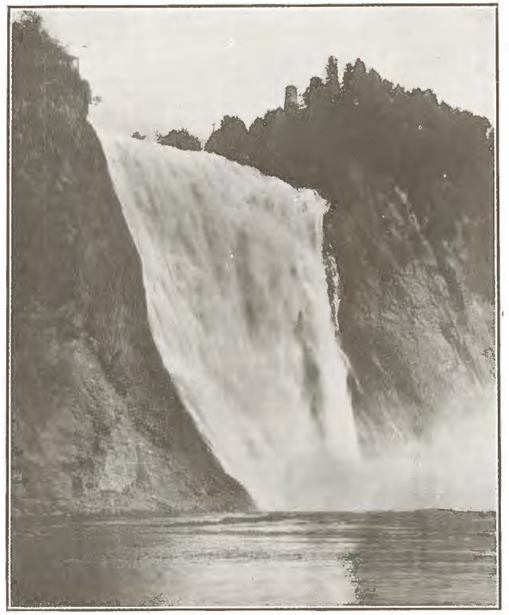
MONTREAL The commercial metropolis of the Dominion of Canada, is situated on the South shore of the island bearing the same name and at the base of a beautiful eminence known as Mount Royal, from which both the city and island derive their name. The site of the city was first visited by Jacques Cartier in 1535, and at that time he found a village of Indians

Quebec, from Levis

situated near the foot of the mountain. He landed a short distance below the city, at a point still known by the Indian name of "Hochelaga." When he reached the top of the mountain to which he was guided by the Indian chief "Donnacona," he was so struck by the magnificent outlook that he named it, in honor of his master, the "Royal Mount." Montreal is the chief port of entry for the Dominion of Canada, and is open for seven months in the year for open navigation. It is at the foot of the great St. Lawrence River and the system of canal navigation to the West. This system of waterways has its outlet at Montreal and affords a continuous route from the Straits of Belle Isle to Port Arthur at the head of Lake

Superior, a distance of 2,260 miles. It is owing to these facts, and it being a great railroad centre, that its volume of trade is so large.

QUEBEC At seven o'clock Wednesday morning we arrive under the forbidding walls of the old fortress of Quebec. Here all that is best in the civilizations of two hemispheres blends, and the result



Montmorency Falls, Quebec

is indescribable. One must walk or ride through the history laden streets in order to see and feel for oneself that Quebec is a place of surpassing interest, such as can be found nowhere else on the American continent.

Located at the head of a long, rocky promontory, it is 400 feet above the St. Lawrence, having the waters of

that river on one side and the St. Charles on the other. The view from Dufferin Terrace is superb. From this eminence, which is 185 feet above the Lower Town, and a quarter of a mile long, the broad panorama of the majestic St. Lawrence extends before the enchanted view of the thousands of travelers who come here annually. The sight gives one a restful feeling, despite its grandeur, for here before one is spread out the habitat of the French-Canadian, and though the fleur-de-lys has been replaced by the Union Jack, the quaint old city of Champlain remains, a living reminder of one-time French world supremacy.

Almost every street contains some memento of a long gone past, recalling the period when the city was the cynosure of the eyes of the Courts of St. James and Versailles. The caleche, a two-wheeled conveyance, still survives, and is a principal method of transport, peculiar to Quebec.

The Citadel, at the South angle of the city walls, is manned by regulars of the Canadian Permanent Force. From the King's Bastion, on the ramparts, can be had the best view possible of the surrounding country.

The churches of all denominations are also worthy of considerable attention. Of these, the Basilica (Roman Catholic), and the English Cathedral are representative of the two largest congregations. The former, located near the huge buildings of the Seminary of Quebec and Laval University, was founded in 1666, but dates in its

The Caleche, Quebec

present form from the second half of the eighteenth century. It contains several valuable paintings by Van Dyck, Salvator Rosa, Le Brun, Teniers, Poussin, Tintoretto, and others, to say nothing of its interior architectural beauty.

The Anglican Cathedral, near the Chateau Frontenac, is noted for its ornaments and an elaborate solid silver communion service, the gift of George III. of England. It was built in 1804, and has a spire 150 feet high. The Grand Allee (St. Louis Street), the Ramparts, the Battery, the Plains of Abraham, and Little Champlain Street should all be included in the itinerary, as they are replete with objects of great historical interest. There are numerous places of absorbing interest to be visited—to mention but a few, the far-famed Falls of Montmorency, eight miles from Quebec, nearly a hundred feet higher than those of Niagara; the famous Shrine of Ste. Anne de Beaupre is reached from here by electric railway, where it is estimated that over 150,000 pilgrims annually pay their devotions; the town of Levis (population 8,000), situated across the river, from whence the picturesque approach to Quebec may be viewed from a different aspect; and Cape Rouge, near the site of the proposed new Quebec bridge, the mention of which recalls the grim tragedy of a few years ago, when its predecessor fell, dragging scores of workers to a horrible death and plunging Quebec into weeks of gloom over many lost ones.

The walk or drive in and around the city and suburbs enables one to turn back the pages of history, the marvellous record of which has been writ large by the intrepid braves of La Belle France, when that country was at the zenith of international greatness.

The day passes all too soon, and at 5.00 p.m. we leave Quebec, feeling that we have spent one of the most pleasant days of our lives. On Thursday we awake refreshed after another night on the water, and we are permitted to spend another day in Montreal.

ST. LAWRENCE RIVER LINE

STEAMER "ALEXANDRIA"

MAKING CLOSE CONNECTIONS AT

Quebec—with lines to Lower St. Lawrence, St. Anne de Beaupre, Montmorency Falls, etc. Steamers for Europe, lower Provinces, Halifax, etc.

Montreal—with steamers for Europe, etc. Steamers for the lower St. Lawrence, Halifax, Prince Edward Island, etc.

Kingston and Gananoque—with steamers for Clayton, Alexandria Bay and Thousand Island Park.

Brockville and Prescott—with Canadian Pacific Railway for all points and Ottawa, the Capital.

Picton—with stage for Sand Banks, Lake on the Mountain, and boat for Glen Island.

Bay of Quinte and River Ports—with Grand Trunk Railway System.

Rochester—with trains for all points East and West.

Berths and Staterooms—In ordering berths or staterooms, it must be borne in mind that there is a material difference between engaging a berth and a stateroom. It frequently happens that intending passengers confound the terms "Berth" and "Stateroom." A stateroom usually consists of a double lower and a single upper berth, affording accommodation for two or three persons in each room. Full information should invariably be given as to whether a single berth, two berths, or a stateroom are wanted, the number of people, the name, sex, and relationship, and if not adults, their age and how the berths are to be allotted, namely, who are to occupy the same stateroom, etc.

In order to reserve entire staterooms, it will be necessary for passengers to hold at least two first-class full-fare tickets.

Charlotte to Montreal and Return..$17.00 to $19.00
Charlotte to Quebec and Return....$25.00 to $27.00
Buffalo to Montreal and Return....$20.00 to $23.00
Buffalo to Quebec and Return.....$28.00 to $32.00

This line positively runs all St. Lawrence River Rapids, and is the only line running from Charlotte to Quebec without change or transfer.

About two days in Montreal; or, during July and August a day in Montreal and nearly a day in Quebec.

QUEBEC CAB TARIFF

BY THE DRIVE

Fifteen minutes, for 1 or 2 persons, 25c; 3 or 4 persons, 40c.
Thirty minutes, for 1 or 2 persons, 40c; 3 or 4 persons, 60.

BY THE HOUR

For 1 or 2 persons, 75c; 3 or 4 persons, $1.00.
Every subsequent hour, for 1 or 2 persons, 60c; 3 or 4 persons, 75c.

TWO-HORSE VEHICLES

Fifteen minutes, for 1 or 2 persons, 50c; 3 or 4 persons, 65c.
Thirty minutes, for 1 or 2 persons, 65c; 3 or 4 persons, 75c.

BY THE HOUR

For 1 or 2 persons, $1.00; 3 or 4 persons, $1.25.

BAGGAGE

For each trunk or box carried in any such vehicle, 10c., but no charge shall be made for traveling bags, valises, boxes, or parcels, which passengers can carry by hand.

ST. LAWRENCE RIVER LINE

For drives between midnight and four o'clock in the morning, fifty per cent, shall be added to the tariff rates before mentioned.

The word drive, whenever it occurs in the said tariff, shall be held to admit stoppages within the time fixed for said drives.

AGENTS

Pittsburg, Pa....First National Bank, Steamship Dept.
Dayton, Ohio.....Cincinnati, Hamilton & Dayton Ry.
Chicago, Ill....Monett & Hartmann, 216 S. Clark Street
Detroit, Mich.....C. Leidich, 174 Griswold Street
Pittsburg, Pa....J. J. McCormick, 540 Smithfield Street
New York, N.Y...Lansing's Ticket Office, 311 Broadway
Buffalo.....J. W. Klauck, 64 Exchange Street
Rochester .....Amsden-Kalbfleisch Steamship Tourist Agency, 4 Main Street West
Niagara Falls.....Geo. Salt, Falls Street
Oil City, Pa.....Oil City Trust Co.
Geneva, N.Y.....J. G. Foster, 44 Seneca Street
Ogdensburg.....James H. Lytle
St. Catharines.....James Adie, 50 St. Paul Street
Brighton..... W. F. Strong
Colborne.....John Morrow
Trenton.....A. E. Bywater
Belleville.....The Schuster Co.
Deseronto.....Bay of Quinte Rly.
Gananoque.....Thousand Island Rly.
Napanee.....J. L. Boyes
Picton.....Head Office, O. & Q. Navigation Co.
Kingston....Thousand Islands Steamboat Co., Brock St.
Brockville.....W. A. Coburn
Prescott.....W. I. Purkis
Iroquois.....Hare & McInnis
Morrisburg.....W. H. McGannon
Cornwall.....Smith's Agency
Montreal.....Hone & Rivet
Montreal
Ontario and Quebec Navigation Co., Ltd., 2 Flourshed Canal Basin, Telephone, Main 1443
W. H. Henry, 286 St. James Street
Quebec.....Hone & Rivet
Ottawa.....A. H. Jarvis, Bank Street Ticket Office

Further information, circulars, etc., on application to purser on board steamer, agents, or wharfingers at different ports, or

THE ONTARIO & QUEBEC NAV. CO., LTD., PICTON, ONT.

ST. LAWRENCE RIVER LINE

Children of 5 years and under twelve years, half fare; but children taking meals at first sitting of table will be charged full fare; under 5, if accompanied by adult, free transportation.

Fare from Charlotte
Not including Meals or Berth

To Brighton	$2.25
Trenton	2.50
Belleville	2.75
Deseronto	3.00
Picton	3.00
Kingston	3.00
Including Meals and Berth	
Gananoque	$5.50
Brockville	6.25
Prescott	7.00
Iroquois	8.00
Morrisburg	8.50
Cornwall	9.00
Montreal	10.00
Quebec	14.00 to 15.00

Fare from Quebec		Fare from Montreal
Including Meals and Berth		
To Montreal	$4.50	
Cornwall	6.00	$1.50
Morrisburg	6.50	2.50
Iroquois	6.75	2.75
Prescott	7.25	3.25
Brockville	7.50	3.50
Gananoque	8.00	4.00
Kingston	8.50	4.50
Picton	9.50	5.50
Deseronto	9.75	5.75
Belleville	10.50	6.50
Trenton	10.50	6.50
Brighton	10.75	6.75
Charlotte	14.00 to 15.00	10.00
Buffalo	15.50 to 17.50	11.50
Charlotte to Quebec and Return		25.00 to 27.00
Buffalo " "		28.00 " 32.00
Charlotte to Montreal " "		17.00 " 19.00
Buffalo " "		20.00 " 23.00

MONTREAL CAB TARIFF

ONE-HORSE VEHICLES

Fifteen minutes, 1 or 2 persons, 25c; 3 or 4 persons, 50c.
Thirty minutes, 1 or 2 persons, 50c; 3 or 4 persons, 75c.
Forty-five minutes, 1 or 2 persons, 75c; 3 or 4 persons, $1.25.
Each subsequent hour, 1 or 2 persons, 75c; 3 or 4 persons, $1.00.

TWO-HORSE VEHICLES

Fifteen minutes, 1 or 2 persons, 50c; 3 or 4 persons, 75c.
Thirty minutes, 1 or 2 persons, 75c; 3 or 4 persons, $1.00.
Per hour, for 1st hour, 1 or 2 persons, $1.00; 3 or 4 persons, $1.25.

For each trunk carried in such vehicle, 25c. No charge for hand baggage. When the drive exceeds half an hour, hour rate to be charged, fractions of hours exceeding 1 hour at pro rata rates. For drives between midnight and 4 a.m. 50% to be added. Children under 5 sitting on parent or guardian's lap, free. The tariff by time extends to all drives outside of the city if the engagement is made within city limits. Taxi-cabs $3.00 per hour.

TIME TABLE

The Ontario & Quebec Navigation Co., Limited

DURING MAY AND JUNE

Steamer will leave Charlotte Sundays on arrival of 7.30 p.m. train from Rochester.

GOING EAST

Leave	CHARLOTTE, N.Y. (Port of Rochester)	8.30	p.m.	Sunday
"	BRIGHTON, Ont.	1.30	a.m.	Monday
"	TRENTON	3.30	"	"
Arrive	BELLEVILLE	5.00	"	"
Leave	BELLEVILLE	6.30	"	"
"	DESERONTO	8.30	"	"
Arrive	PICTON	10.00	"	"
Leave	PICTON	1.00	p.m.	"
Arrive	KINGSTON	5.30	"	"
Leave	KINGSTON	7.30	"	"
"	GANANOQUE	9.00	"	"
"	BROCKVILLE	12.00	midn.	"
"	PRESCOTT	3.00	a.m.	Tuesday
"	IROQUOIS	4.30	"	"
"	MORRISBURG	5.00	"	"
"	CORNWALL	7.00	"	"
Arrive	MONTREAL	3.30	p.m.	"

GOING WEST

Leave	MONTREAL	3.30	p.m.	Thursday
"	CORNWALL	2.00	a.m.	Friday
"	MORRISBURG	6.30	"	"
"	IROQUOIS	8.30	"	"
"	PRESCOTT	12.00	noon	"
"	BROCKVILLE	2.00	p.m.	"
"	GANANOQUE	5.30	"	"
Arrive	KINGSTON	7.30	"	"
Leave	KINGSTON	12.00	midn.	"
Arrive	PICTON	4.00	a.m.	Saturday
Leave	PICTON	7.00	"	"
Arrive	DESERONTO	8.15	"	"
"	BELLEVILLE	10.00	"	"
Leave	BELLEVILLE	11.00	"	"
Arrive	TRENTON	12.45	p.m.	"
Leave	TRENTON	1.00	"	"
"	CANAL	1.45	"	"
"	BRIGHTON	2.15	"	"
Arrive	CHARLOTTE	7.15	"	"
"	ROCHESTER	8.00	"	"

Buffalo, via Charlotte, Saturday, p.m.

ST. LAWRENCE RIVER LINE

TIME TABLE

The Ontario & Quebec Navigation Co., Limited

DURING JULY, AUGUST AND SEPTEMBER

QUEBEC TRIPS

Steamer will leave as follows:

GOING EAST

Leave	CHARLOTTE (Port of Rochester)	8.30	p.m.	Sunday
"	BRIGHTON, Ont.	1.30	a.m.	Monday
"	TRENTON	3.30	"	"
Arrive	BELLEVILLE	5.00	"	"
Leave	BELLEVILLE	6.30	"	"
"	DESERONTO	8.30	"	"
Arrive	PICTON	10.00	"	"
Leave	PICTON	1.00	p.m.	"
Arrive	KINGSTON	5.00	"	"
Leave	KINGSTON	5.30	"	"
"	GANANOQUE	7.30	"	"
"	BROCKVILLE	12.00	midn.	"
"	PRESCOTT	3.00	a.m.	Tuesday
"	IROQUOIS	4.30	"	"
"	MORRISBURG	5.00	"	"
"	CORNWALL	7.00	"	"
Arrive	MONTREAL	1.30	p.m.	"
Leave	MONTREAL (No. 2 Flourshed)	6.00	"	"
Arrive	QUEBEC	7.00	a.m.	Wednesday

GOING WEST

Leave	QUEBEC	5.00	p.m.	Wednesday
Arrive	MONTREAL	8.00	a.m.	Thursday
Leave	MONTREAL	5.00	p.m.	"
"	CORNWALL	4.00	a.m.	Friday
"	MORRISBURG	8.30	"	"
"	IROQUOIS	10.00	"	"
"	PRESCOTT	1.00	p.m.	"
"	BROCKVILLE	2.30	"	"
"	GANANOQUE	6.00	"	"
Arrive	KINGSTON	8.00	"	"
Leave	KINGSTON	12.00	midn.	"
Arrive	PICTON	4.00	a.m.	Saturday
Leave	PICTON	7.00	a.m.	"
"	DESERONTO	8.15	"	"
Arrive	BELLEVILLE	10.00	"	"
Leave	BELLEVILLE	11.00	"	"
Arrive	TRENTON	12.45	p.m.	"
Leave	TRENTON	1.00	"	"
"	CANAL	1.45	"	"
"	BRIGHTON	2.15	"	"
Arrive	CHARLOTTE	7.00	"	"

Buffalo, via Charlotte, Saturday, p.m.